



## 2009 Legacy Voyage of the *Day Peckinpaugh*



The historic canal motorship *Day Peckinpaugh* will travel the Champlain and Hudson Corridor in August and September visiting ports from Burlington, Vermont, to New York Harbor to celebrate New York's Hudson-Fulton-Champlain Quadricentennial. Visitors will be able to step onboard and discover the Empire State's singularly compelling tale of 400 years of maritime progress and advancement. The tour not only celebrates visionary explorers, but the working men and women of New York whose labors along our canals and rivers built the Empire State.

### Planned Itinerary and Public Visitation Schedule

August		September	
8/1-2	Matton Shipyard, Cohoes	9/5-7	NYC Pier 84
8/5	Mechanicville	9/12-13	NYC Pier 84
8/8	Whitehall	9/19-20	Kingston
8/11-12	Plattsburgh	9/22	Hudson
8/15-16	Burlington	9/25-26	Albany
8/19	Crown Point	9/27-28	Troy
8/21	Whitehall	9/30	Cohoes welcome home
8/23	Fort Edward		
8/28-29	Schuylerville		

### Fast Facts

The *Day Peckinpaugh* is a 1921 historic canal motorship owned by the New York State Museum as a traveling museum and classroom dedicated to sharing New York's world renowned canal history. Rescued from the scrapyard in 2005, the *Day Peckinpaugh's*

restoration is a joint effort of the museum, Erie Canalway National Heritage Corridor, New York State Canal Corporation, Canal Society of NYS, and the New York State Office of Parks, Recreation and Historic Preservation.

- Carrying capacity: 1650 tons, five times larger the largest wooden mule-towed boats of the 1800s.
- Dimensions: 259 feet long and 36 feet wide; 14 feet depth of hold; among the largest boats to operate on New York's canal system (maximum area available for vessels in a lock on the canal is 300 feet long by 43.5 feet wide)
- First and Last: First vessel designed specifically for the dimensions of the Barge Canal and the last surviving vessel of her kind
- Maximum Speed: 6-8 miles per hour
- Power: diesel, originally two 4-cylinder Scandia engines, now a pair of GM 6-110s
- Cargo: wheat, flax seed, rye, sugar, coal and pig iron (early years), dry cement (1958-94)
- Transportation Corridor: Great Lakes to New York Harbor
- Military Service: Drafted into service of the U.S. Merchant Marine during World War II to carry coal and refuel cargo ships along the eastern seaboard
- Names: Originally launched as the *Interwaterways Line 101 (I.W.I. 101)*, renamed *Richard J. Barnes* in 1922 for the man who originally commissioned the ship, renamed *Day Peckinpaugh* in 1958 by new owners.
- Listed on the National Register of Historic Places, 2005

Significant Dates		
1921	Built at McDougall-Duluth Shipyard in Duluth, Minnesota, first of a fleet of five Interwaterways International canal motorships.	
1921-42	Transported grain from the upper Great Lakes/Buffalo to New York City with coal or other bulk cargoes on return trips.	
1942-46	Pressed into military service as a collier to refuel cargo ships in convoy along the eastern seaboard.	
1947	Extensively rebuilt at Todd Shipbuilding, Brooklyn, NY to repair wear and tear suffered during wartime service.	
1958	Sold to Erie Navigation Company of Erie, PA, which operated a fleet of cargo ships on the Great Lakes and connecting waterways, primarily carrying sand, gravel, cement, and other building materials. Renamed <i>Day Peckinpaugh</i> , for brother of one-time New York Yankees interim manager Roger Peckinpaugh, the youngest manager/player in the history of major league baseball.	
1958-94	Carried cement from Picton, Ontario to Rochester, Oswego, Rome, and other ports on New York's canal system.	
1963	Modified to facilitate self-unloading.	
1994	Carried out last voyage as a commercial canal motorship.	
1994-2004	Inactive, Erie, Pennsylvania	
2005	Acquired by the New York State Museum	
2005	Listed on the National Register of Historic Places	

## Canal Motorships

The Erie Canal, which opened in 1825, and three connecting waterways—the Champlain, Oswego, and Cayuga-Seneca Canals—were enlarged several times to accommodate ever increasing traffic and larger canalboats. The most recent version, the New York State Barge Canal, was completed in 1918. It was designed for self-propelled vessels—no more mules, no more towpaths—that could carry five to six times the cargo of canal boats used in the 1800s.

Canal motorships were designed to just fit into the locks and under bridges of New York's Barge Canal. By the mid-1900s, more than 100 canal motorships operated on New York's canal system and connecting waterways. Many were bulk cargo carriers like the *Day Peckinpaugh*, others were tankers carrying petroleum and chemicals.

The heyday of canal motorships faded after World War II as shipping companies decided that tug and barge combinations were cheaper to operate and more flexible. Completion of the St. Lawrence Seaway in 1957 eliminated the motorships' principal competitive advantage. While motorships could go from the upper lakes to New York Harbor without having to unload, the Seaway opened the Great Lakes to ocean-going vessels from all over the world.

Several motorships continued to operate on New York's canal system, mainly carrying jet fuel and heating oil to Plattsburgh and Rome, but by the 1980s the *Day Peckinpaugh* was the last one in canal service. The *Day Peckinpaugh* had become a moving landmark on the system. Her last commercial run in October 1994 was met by well wishers, bands, and balloons along the way.



The *Day Peckinpaugh* and other canal motorships were designed to just fit into the locks and under bridges of the New York State Canal System.

The *Day Peckinpaugh* stayed tied in Erie, Pennsylvania for more than ten years until a consortium of New York State Museum, New York State Canal Corporation, Erie Canalway National Heritage Corridor, and the Canal Society of New York State rallied to save her, just days before she was scheduled to be towed to a Canadian scrapyards. Since 2005, these partners have worked to bring her back onto the canal system as a travelling exhibit, classroom, performance space, and link to New York's heritage of inland navigation and commerce.

*The Quadricentennial Voyage of the Day Peckinpaugh is organized by the Erie Canalway National Heritage Corridor, in conjunction with Saratoga National Historical Park, the New York State Museum and the New York State Canal Corporation. For more information and tour schedule updates:*

[www.eriecanalway.org](http://www.eriecanalway.org)